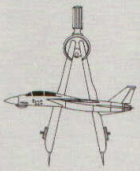
THE MiG-17 (FRESCO)
IN
DETAIL & SCALE



A Reference for the Scale Modeler
and Aviation Enthusiast

SERIES III

- General & Detailed Photographs & Drawings
- Five View Drawings in 1/72nd Scale
- Technical Data & Facts on the Actual Aircraft
- Kit and Product Reviews for the Scale Modeler
- Reference Listings

NO. 1

By Bill Slatton

FROM THE EDITOR

This is the second printing of the MiG-17 (Fresco) in Detail & Scale. We have made several improvements over the first printing which was our very first effort in Series III. Most notably, we have gone to an enameled cover stock, and enamel paper inside. We have also made some typographical corrections and revisions. We plan to continue to use the enameled cover and paper in all future publications since the letters we have received have indicated that our readers would be willing to pay a little more for these improvements. Readers who are familiar with our Series II publications know of the improvements we have made in our second issue over the first issue. These include a thicker and enameled cover stock, enamel paper, sharper half-tones, and four pages of color inside.

The format and size of our Series II and Series III publications has now been established. Series III was originally planned to be only scale drawings and data tables on three, four, or five pages. We then expanded it to a 15 page book and then to a 28 page book before we even printed the first one. In the future, expect our Series III publications to be of the size and layout as this one. Photos will be black and white only. In the future we will be using a finer line screen on the half-tones, and this should sharpen up the photos a bit more.

Series II has now been set at 48 pages with four pages of color inside. We look forward to doing our first Series I publications of about 100 pages in length next year, but final plans have not yet been worked out on those.

We would like to thank all of our readers who have written to us with their comments, suggestions, and compliments of our efforts. We try to answer as many as we can, but if you did not hear back from us, it is simply because we are unable to answer all of the many letters we receive. We do want you to know that we appreciate hearing from you.

We believe that the best way to run Detail & Scale is to try to give modelers what they want, and not what we want. This way we can best help the modeler and promote and further the art of plastic modeling.

Our publications are now receiving wide distribution, and we are beginning distribution on our sets of 1/48th scale drawings. These drawings show five full views of the aircraft, and each set is sealed in a plastic bag unfolded and uncreased. See the last page of this book for more information on our drawing sets.

There has also been a very favorable response to our mail order slide service. We have been so busy with filling the slide orders that have come in that there has simply not been enough time to put out a supplement to the catalog as we had planned. The time required for the publications has been greater than anticipated, so this too has prevented us from spending time on a supplement. For now we will continue to supply our customers with the slides listed in the present catalog, but we hope to have a substantial supplement published in the not-too distant future.

In short, Detail & Scale has grown far faster than we ever anticipated, and it appears that this growth will be continuing for quite some time. We hope to continue to put out more and better products for the scale modeler and aviation enthusiast if this growth continues.

Bert Kinzey
Editor

Write to: DETAIL & SCALE, P.O. Box 31518, El Paso, Texas 79931

COVER PHOTO: Cambodian MiG-17F (Fresco-C) No. 1024. This photograph was taken at Phu Cat Air Base, Vietnam on 18 December 1970. On 22 January 1971 this aircraft was destroyed with plastic explosives by Vietcong sappers at Phnom Penh Airport, Cambodia. Photo courtesy of Norm Taylor. Color Scheme: Overall - natural metal; Lightning along fuselage - red; Rudder - light powder blue; No. 1024 - black; National markings - red, white, and blue.

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The International Plastic Modelers Society is an organization, "by modelers, for modelers", that is dedicated to the advancement and betterment of the art of plastic modeling. The "Update" and "Quarterly" are published by IPMS/USA, and are full of information for the scale modeler. Indeed, IPMS is the best bargain in modeling!

If you are not a member of IPMS, we at DETAIL & SCALE urge you to join. If you are a member we urge you to support IPMS in every way you can. In this way IPMS can continue to make the efforts that have resulted in the increasing quality and selection of modeling kits and products.

For further information write to:

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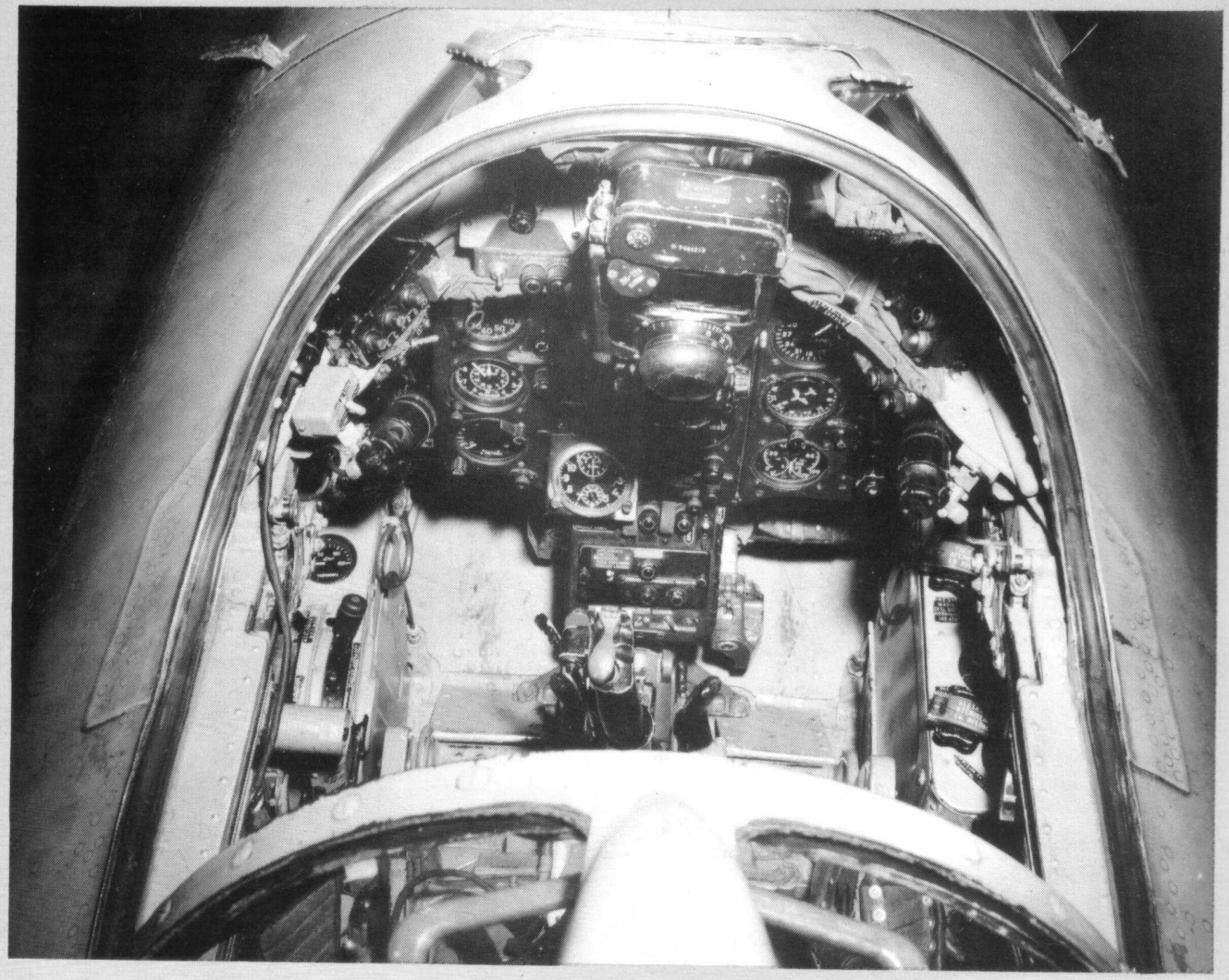
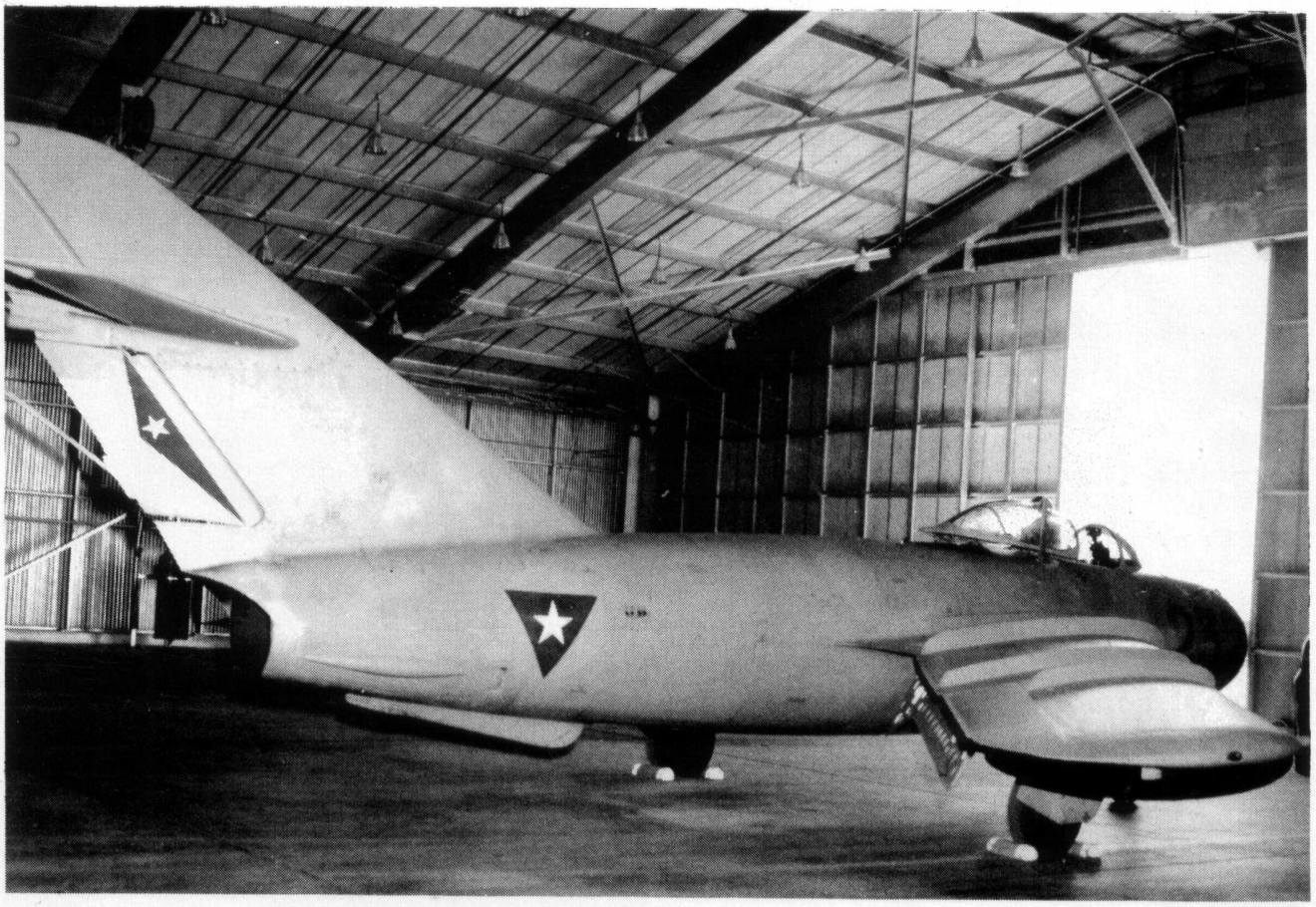


Interior of Cuban MiG-17 (Fresco-A) No. 232 showing main instrument panel, left and right side consoles, stick, gun sight, etc. Photo courtesy of Joe Nevers through Bob Hanes.

THE MiG-17 (FRESCO) IN DETAIL & SCALE SERIES III

By Bill Slatton



MiG-17 (Fresco-A) 232 inside hanger at Homestead AFB, Florida after being flown from Cuba by Lt. Eduardo Jimenez on 5 October 1969. Photo courtesy of Joe Nevers through Bob Hanes.

1/48th scale drawings of the MiG-17 that show all views shown in 1/72nd scale in this book, are available from Detail & Scale for $2.50 plus 50¢ for postage and handling. Texas residents add 4% sales tax.

A DETAIL & SCALE Publication
DS-3-01 SECOND PRINTING, April 1979

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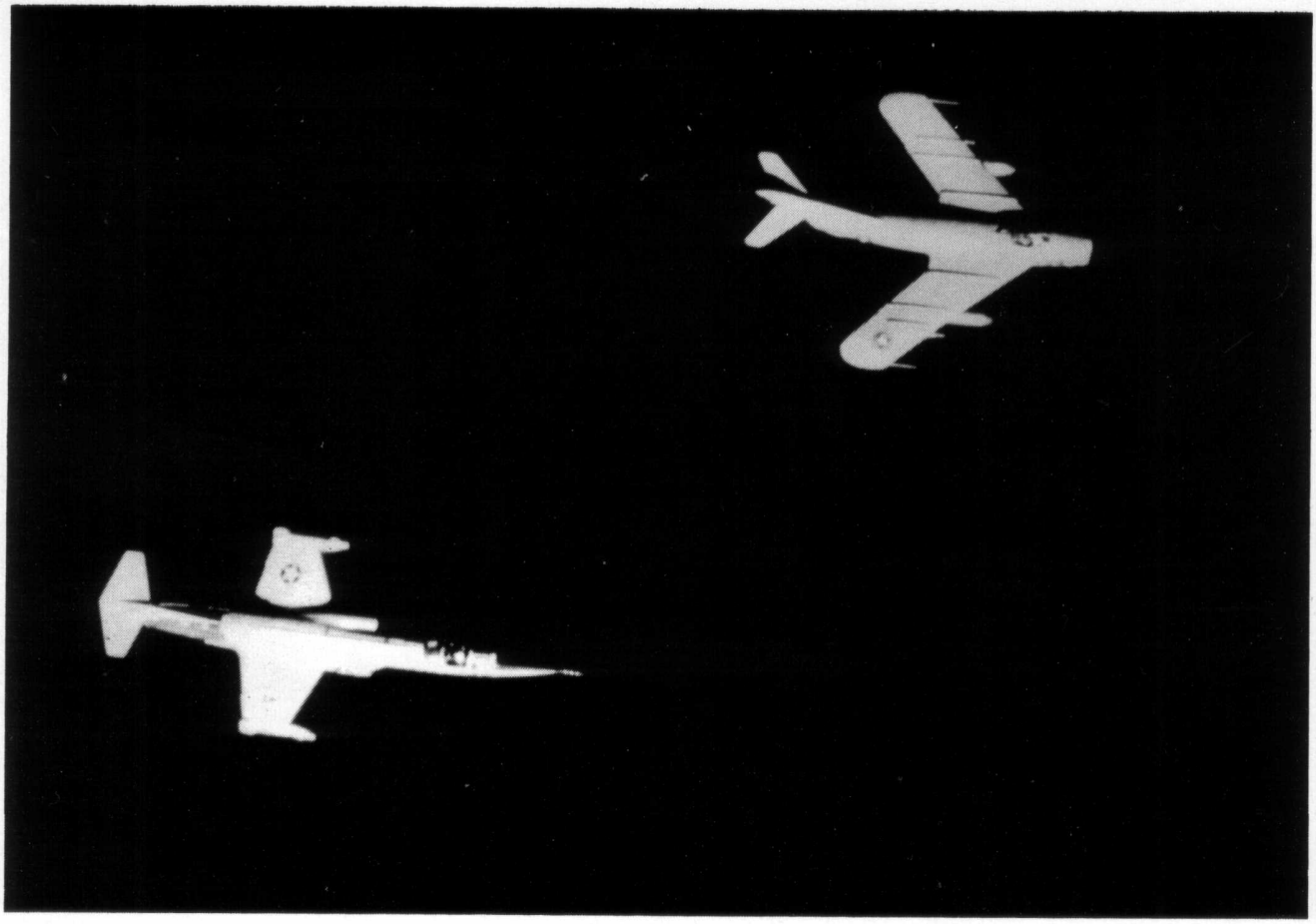


Cuban MiG-17 (Fresco-A) No. 232 being escorted back to Cuba during October 1969 by a F-104A of the 319th FIS Homestead AFB, Florida.

Photo courtesy of Bob Hanes.

MiG-17

BRIEF HISTORY

Shortcomings in the handling characteristics of the MiG-15 were noted long before its use in combat over Korea. To correct this deficiency the design bureau of Artem I. Mikoyan and Mikhail I. Gurevich (thus the acronym MiG) designed a new airplane designated MiG-17 which made its first flight in January 1950.

After a period of testing the MiG-17 was placed in production. Since that time, over twenty-five years ago, many variants have reached production status, and MiG-17's in various versions have served in the following air arms: Afghanistan, Albania, Algeria, Bulgaria, Cambodia, China, Cuba, Czechoslovakia, Egypt, East Germany, Guinea, Hungary, Indonesia, Iraq, Khmer, North Korea, Morocco, Mali, Nigeria, Poland, Romania, Somalia, Soviet Union, Syria, Uganda, North Vietnam, North Yemen, and South Yemen.

The MiG-17 is a combat veteran of Vietnam and the Middle East. During these conflicts it has proven to be a difficult target and more maneuverable than many aircraft designed years after it went into production.

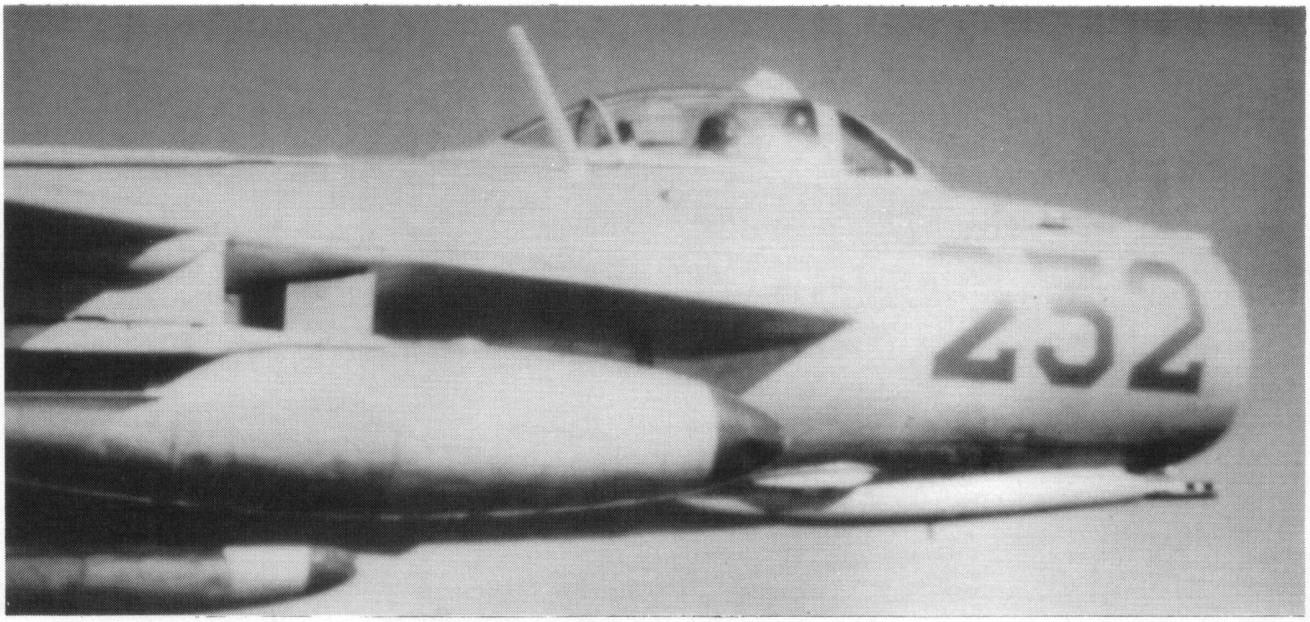
VARIANTS

MiG-17 (SI) (Prototype)

Type:	Prototype of a single-seat day interceptor-fighter.
Status:	Did not enter production.
First Flight:	January, 1950.
Dimensions:	Are (presumably) the same as for the initial production model MiG-17 (Fresco-A).
Length:	11.260m (36ft 11 5/16in) (1/72 scale: 6.16in).
Wingspan:	9.628m (31ft 7 3/64in) (1/72 scale: 5.26in).
Height:	3.80m (12ft 5 39/64in) (1/72 scale: 2.08in).
Engines:	One Klimov VK-1 rated at 2,700kg (5,9521b) thrust.
Armament:	One 37mm N-37 cannon under starboard side of nose and two 23mm NR-23 cannons under port side of nose.
Remarks:	Appearance wise the MiG-17 prototype differed from the MiG-17 (Fresco-A) in having speed brakes similar to those of the MiG-15bis and lacking altimeter dipoles (inverted "T" shaped sensors) under the wings.

MiG-17 (Fresco-A) (Illustrated-port side view + numerous photographs)

Type: Single-seat day interceptor-fighter.
Status: Entered production.
Length: 11.260m (36ft 11 5/16in) (1/72 scale: 6.16in).
Wingspan: 9.628m (31ft 7 3/64in) (1/72 scale: 5.26in).
Height: 3.80m (12ft 5 39/64in) (1/72 scale: 2.08in).
Wing Leading Edge Sweep: (Sweep angles given are actual as opposed to quarter chord) 49 deg. inboard and 46 deg. outboard.
Wing Trailing Edge Sweep: 42.5 deg.
Wing Anhedral: -3 deg.
Wing Area: 22.60m^2 (243.26ft^2).
Flap Area: 5.72m^2 (61.57ft^2).
Flap Deflection for Takeoff: 20 deg.
Flap Deflection for Landing: 60 deg.
Aileron Area: 1.6m^2 (17.22ft^2).
Aileron Deflection: ±18 deg.
Wing Fence Height: Varies from 110mm (4 1/3in) (1/72 scale: 0.06in) outer to 125mm (4 59/64in) (1/72 scale: 0.07in) inner.
Fin Leading Edge Sweep: 59 deg.
Rudder Trailing Edge Sweep: 36 deg.
Rudder Area: 0.947m^2 (10.19ft^2).
Rudder Deflection: 25 deg. in each direction.
Horizontal Tailplane Leading Edge Sweep: 46.5 deg.
Horizontal Tailplane Trailing Edge Sweep: 33.5 deg.
Horizontal Tailplane Span: 3.20m (10ft 6in) (1/72 scale: 1.75in).
Horizontal Tailplane Anhedral: 0 deg.
Stabilizer Area: 3.1m^2 (33.37ft^2).
Elevator Area: 0.884m^2 (9.52ft^2).
Elevator Deflection: +32 deg. through -16 deg.
NOTE: Trim tab on port elevator only.
Speed Brake Area: 0.88m^2 (9.47ft^2).
Wheel Track: 3.849m (12ft 7 9/16in) (1/72 scale: 2.10in).
Wheel Base: 3.368m (11ft 19/32in) (1/72 scale: 1.84in).
Nose Wheel Dimensions: 480mm x 200mm (1ft 6 27/32in x 7 27/32in) (1/72 scale: 0.26in x 0.11in).
Nose Wheel Deflection: 50 deg. in either direction from centerline.
Main Wheel Dimensions: 660mm x 160mm (2ft 1 63/64in x 6 19/64in) (1/72 scale: 0.36in x 0.09in).
Pylon Mounted Fuel Tank Length: 3.01m (9ft 10 1/2in) (1/72 scale: 1.65in).
Windscreen Leading Edge Sweep: 50 deg.
Engines: One Klimov VK-1 rated at 2,700kg (5,952lb) thrust.
Armament: One 37mm N-37 cannon under starboard side of nose and two 23mm NR-37 cannons under port side of nose. Sometimes, a pylon was attached under each wing to carry rockets or bombs.
Remarks: In the illustration for the MiG-17 (Fresco-A) an IFF antenna is shown about midway between the canopy and the fin. It should be noted that some Fresco-A's were so equipped while others were not.



Cuban MiG-17 (Fresco-A) No. 232. Note detail of 37mm cannon and wing mounted pylon.

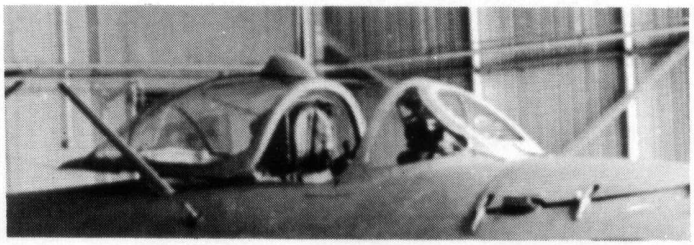
Another view of MiG-17 (Fresco-A) No. 232 showing cannons, wing tanks, and wing pylons.

Photos courtesy of Bob Hanes.

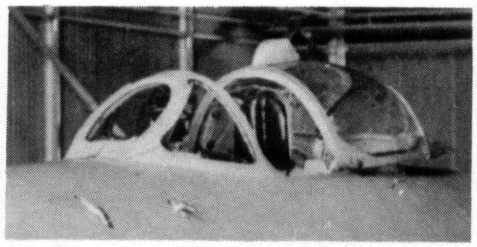
Cuban MiG-17 (Fresco-A) No. 232 with panel for 23mm cannons open.

Cuban MiG-17 (Fresco-A) No. 232 with flaps extended.

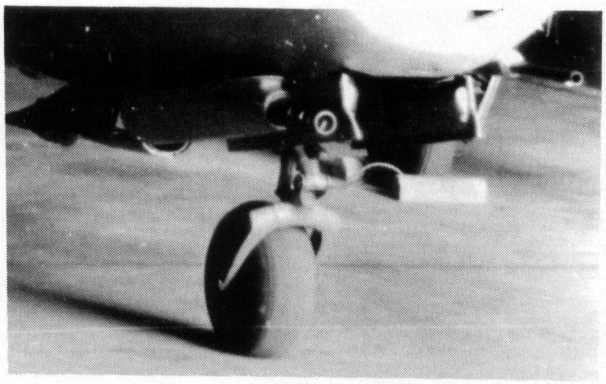
Photos courtesy of Joe Nevers through Bob Hanes.



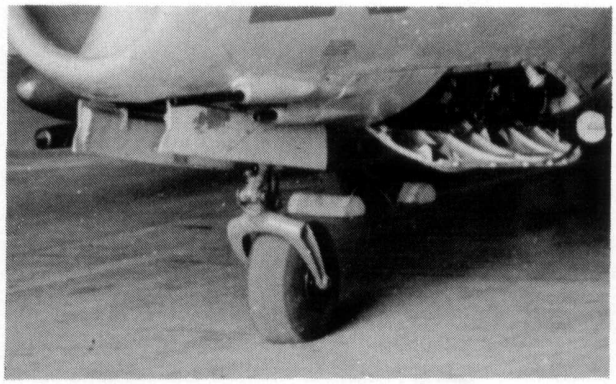
Open canopy right side



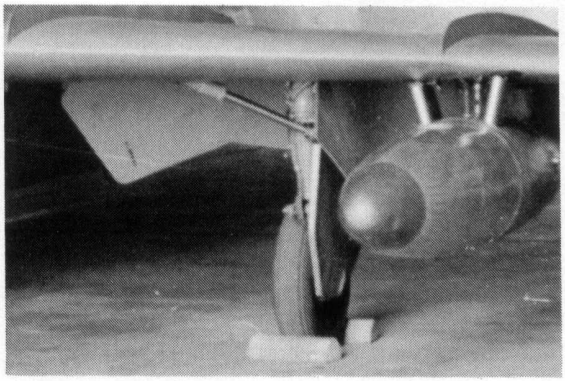
Open canopy left side



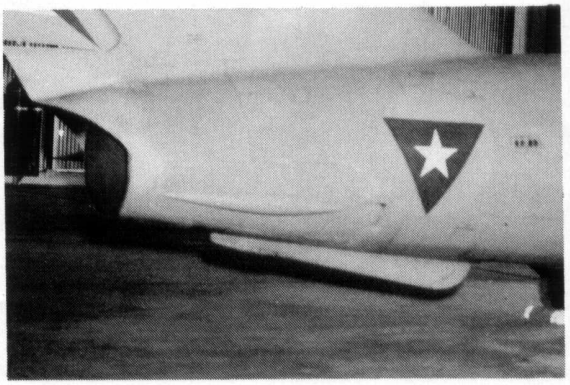
Nose wheel from right front



Nose wheel & guns from left front



Left main landing gear & wing tank



Speed brake right side

Cuban MiG-17 (Fresco-A) No. 232

Photos courtesy of Joe Nevers through Bob Hanes

Main instrument panel, stick, and left console of MiG-17 (Fresco-A).

Photo courtesy of Joe Nevers through Bob Hanes.

Above Left: *Right console of MiG-17 (Fresco-A).*

Top Right: *Center of main instrument panel, gun sight, and part of right console of MiG-17 (Fresco-A).*

Bottom Right: *Left console and canopy fastening mechanism of MiG-17 (Fresco-A).*

Photos courtesy of Joe Nevers through Bob Hanes.

MiG-17P (Fresco-B)

Type: Single-seat limited all-weather interceptor-fighter.
Status: Produced in limited numbers.
Dimensions: Are (presumably) the same as for the MiG-17PF (Fresco-D) and the MiG-17PFU (Fresco-E).
Length: 11.680m (38ft 3 27/32in) (1/72 scale: 6.39in).
Wingspan: 9.628m (31ft 7 3/64in) (1/72 scale: 5.26in).
Height: 3.80m (12ft 5 39/64in) (1/72 scale: 2.08in).
Engines: One Klimov VK-1 rated at 2,700kg (5,952lb) thrust.
Armament: (Initially) One 37mm N-37 cannon under starboard side of nose and two 23mm NR-23 cannons under port side of nose. (Later) One 23mm NR-23 cannon under starboard side of nose and two 23mm NR-23 cannons under port side of nose.
Remarks: No one at Detail & Scale has seen a photograph or drawing of this variant, but appearance wise this variant (in its latest form) should strongly resemble the MiG-17PF except for the speed brakes and exhaust area. On the Fresco-B the speed brakes were situated behind the trailing edge of the wing and the exhaust should resemble the exhaust of the MiG-17 (Fresco-A).

MiG-17F (Fresco-C) (Illustrated-port side view + photograph)

Type: Single-seat day interceptor-fighter/fighter-bomber.
Status: Produced in large numbers.
Dimensions: Are the same as for the MiG-17 (Fresco-A) except as noted below:
Fin Area: 4.26m^2 (45.85ft^2)
Speed Brake Area: 0.98m^2 (10.54ft^2).
Speed Brake Deflection: 55 deg.
Engines: One Klimov VK-1F with short afterburner providing a thrust of 2,600kg (5,732lb) dry or 3,380kg (7,452lb) with afterburner.
Armament: One 37mm N-37 cannon under starboard side of nose and two 23mm NR-23 cannons under port side of nose. When used in the fighter-bomber role four rocket pods or 50kg (110lb), 100kg (220lb),or 250kg (550lb) bombs could also be carried.
Remarks: In the illustration for the MiG-17F (Fresco-C) an IFF antenna is shown about midway between the canopy and the fin. It should be noted that some Fresco-C's were so equipped while others were not. Additionally, the illustration depicts a protrusion on the forward fuselage topside in front of the canopy, some Fresco-C's have it while others do not.

Cambodian MiG-17F (Fresco-C) No. 1024. Note change in national markings from picture of same aircraft on front cover. Photo courtesy of Bob Hanes.

MiG-17PF (Fresco-D) (Illustrated-five view drawings + extra detail)

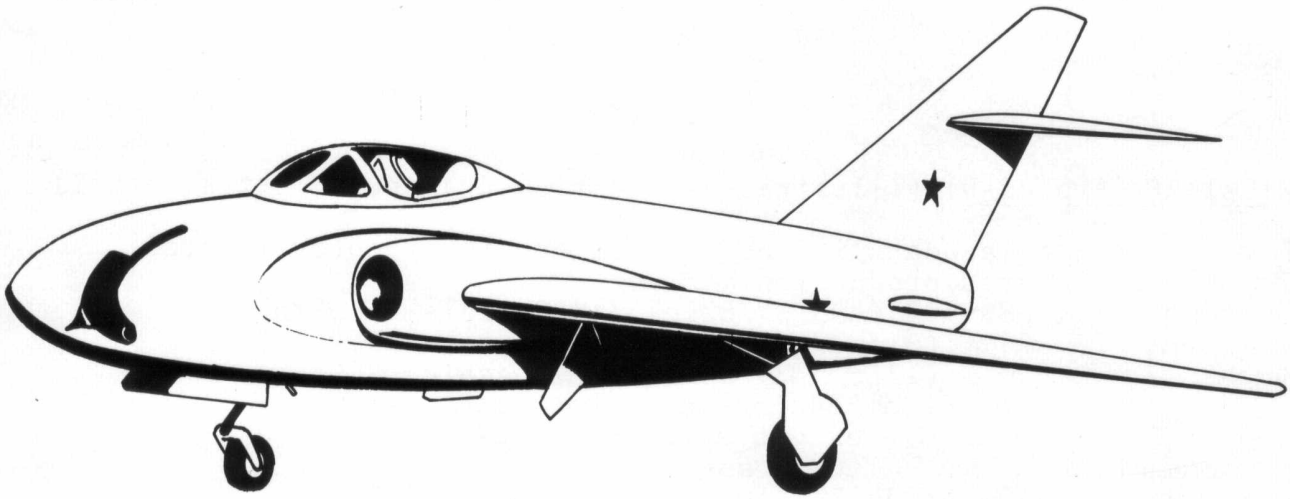
Type: Single-seat limited all-weather interceptor-fighter.
Status: Entered production.
Length: 11.680m (38ft 3 27/32in) (1/72 scale: 6.39in).
Wingspan: 9.628m (31ft 7 3/64in) (1/72 scale: 5.26in).
Height: 3.80m (12ft 5 39/64in) (1/72 scale: 2.08in).
All other dimensions are the same as for the MiG-17F (Fresco-C) except as noted below:
Windscreen Leading Edge Sweep: 60 deg.
Wheel Base: 3.440m (11ft 3 7/16in) (1/72 scale: 1.88in).
Armament: One 23mm NR-23 cannon under starboard side of nose and two 23mm NR-23 cannons under port side of nose.
Engines: One Klimov VK-1F with short afterburner providing a thrust of 2,600kg (5,732lb) dry or 3,380kg (7,452lb) with afterburner.
Remarks: In the illustrations for the MiG-17PF (Fresco-D an IFF antenna is shown about midway between the canopy and fin. Some Fresco-D's have the antenna while others do not.

MiG-17PFU (Fresco-E) (Illustrated - port side view)

Type: Single-seat limited all-weather interceptor-fighter.
Status: Produced in limited numbers.
Dimensions: Are the same as for the MiG-17PF (Fresco-D).
Engines: One Klimov VK-1F with short afterburner providing a thrust of 2,600kg (5,732lb) dry or 3,380kg (7,452lb) with afterburner.
Armament: Four beam riding "Alkali" air-to-air missiles attached to wing mounted pylons.
Remarks: In the illustration for the MiG-17PFU (Fresco-E) an IFF antenna is shown about midway between the canopy and fin. Not all Fresco-E's were equipped with IFF.

MiG-17SN (Illustrated with a sketch below)

Type: Single-seat ground attack aircraft.
Status: Did not enter production.
Dimensions: Are not known, but the wingspan was probably the same as for other variants previously described.
Engines: One engine. Probably a Klimov VK-1.
Armament: Four 23mm TKB-495 cannons mounted in forward fuselage sides with provision for elevation and depression.
Remarks: This variant had air intakes mounted on the side of the fuselage and a solid nose.



Sketch of MiG-17SN

On the next 4 pages are 1/72nd scale drawings of the aircraft. Every possible dimension was checked on the actual photoplates of these drawings in order to insure accuracy. However, due to changes in climate and humidity, the paper in this book can shrink or swell a certain amount. Since this book was printed in El Paso, Texas where it is very dry, this effect will probably be noticed most in areas with high humidity. We would appreciate hearing from anyone who notices an incorrect representation that is too large to be caused by changes in paper.

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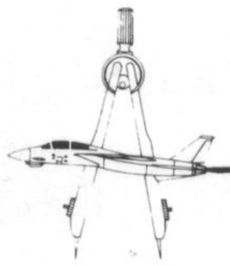
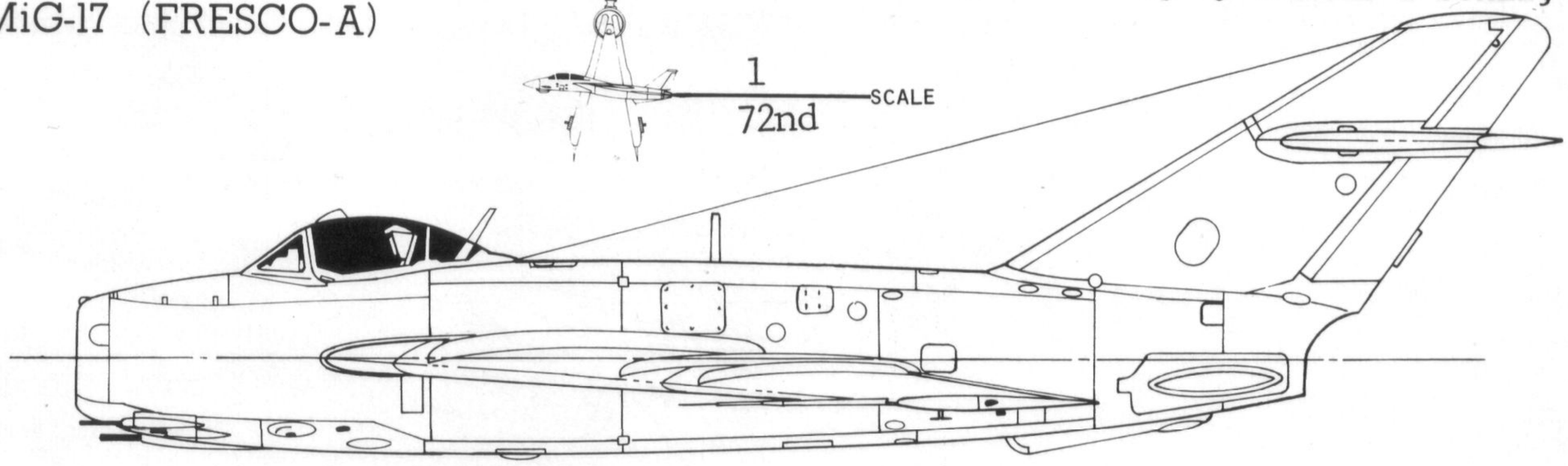
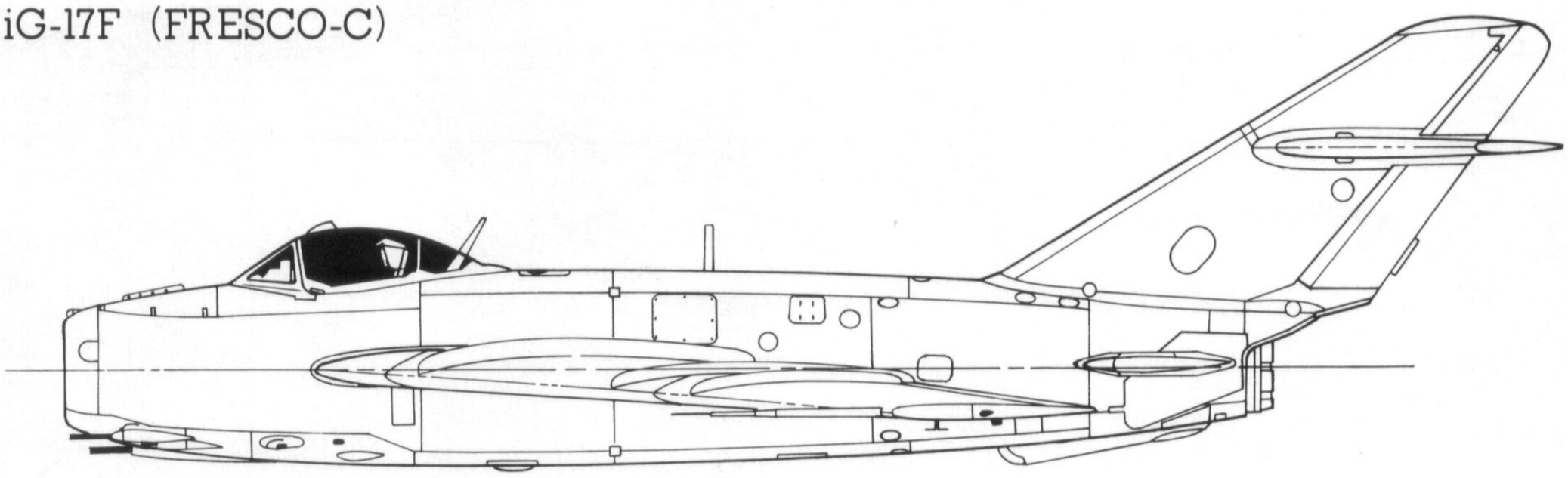
MiG-17 (FRESCO-A)



1/72nd SCALE



MiG-17F (FRESCO-C)



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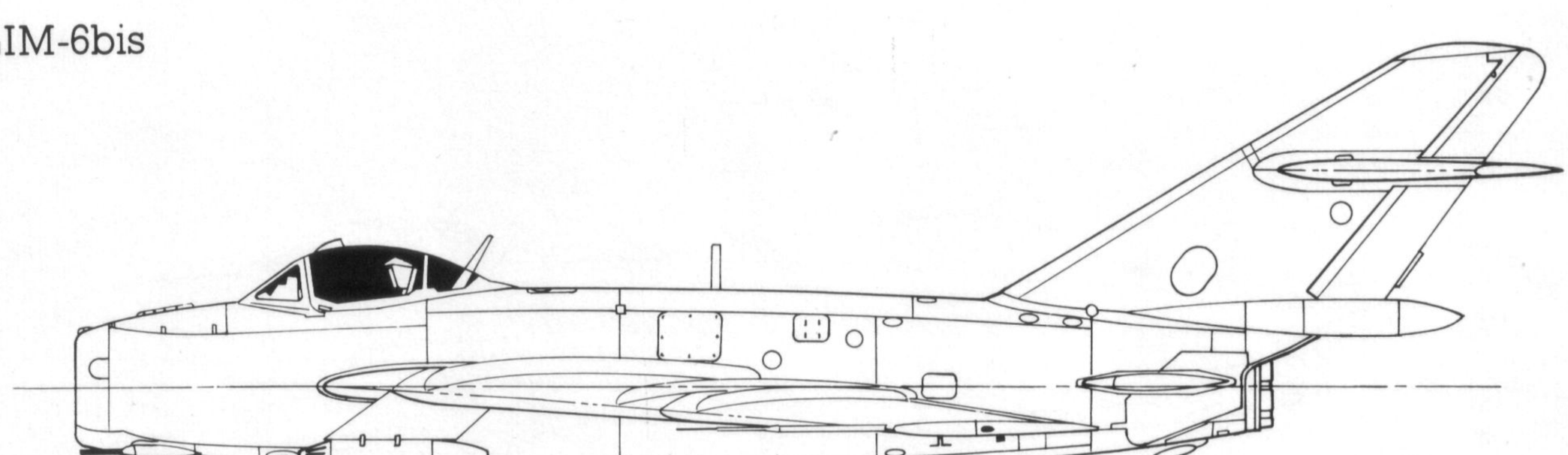
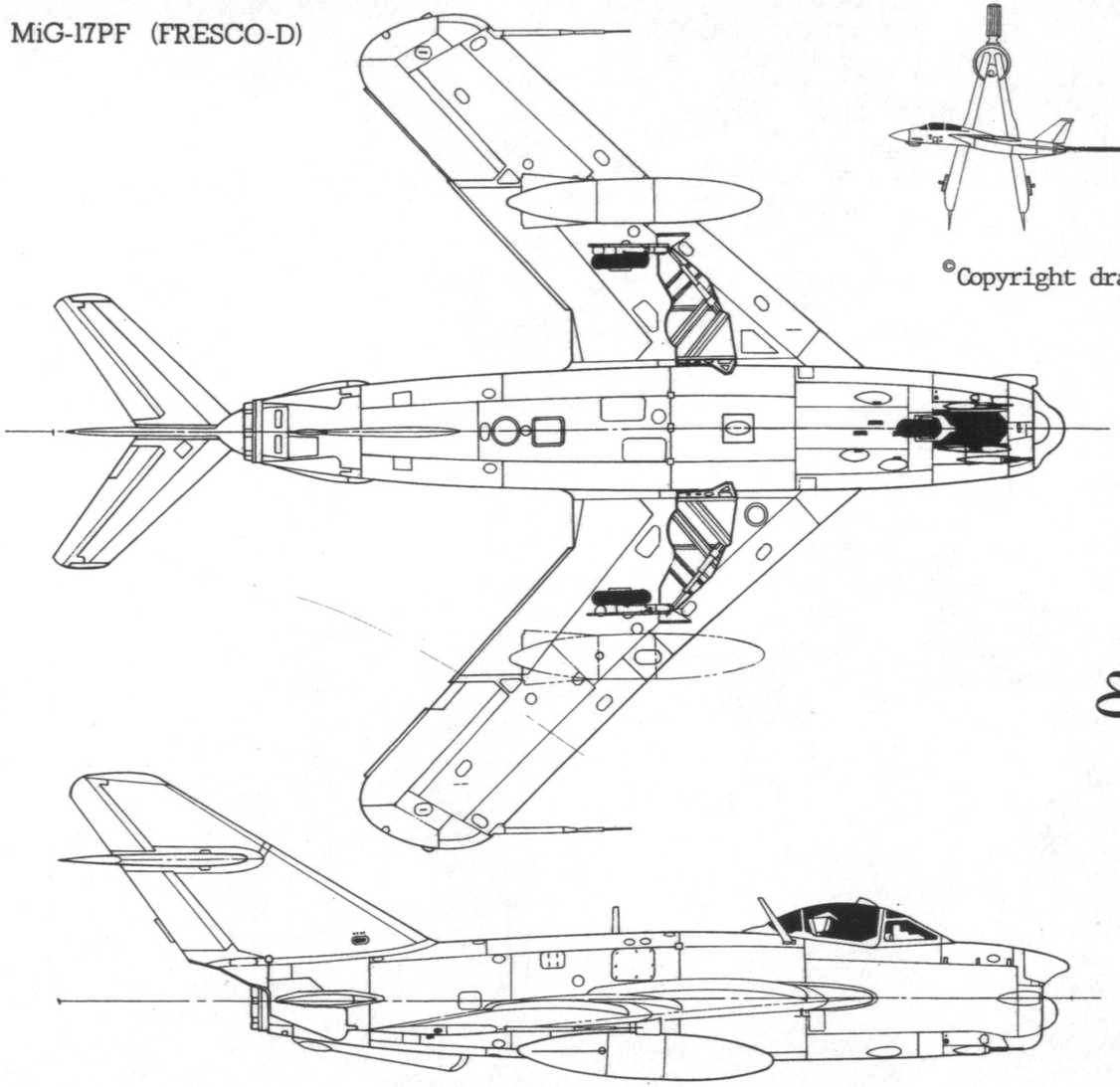
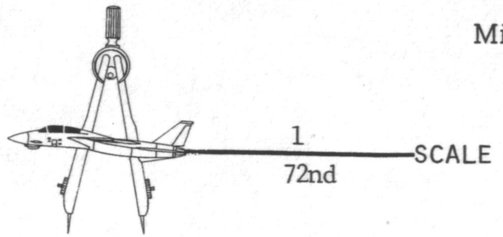


MiG-17PFU (FRESCO-E)

Ed Moore

MiG-17PF (FRESCO-D)





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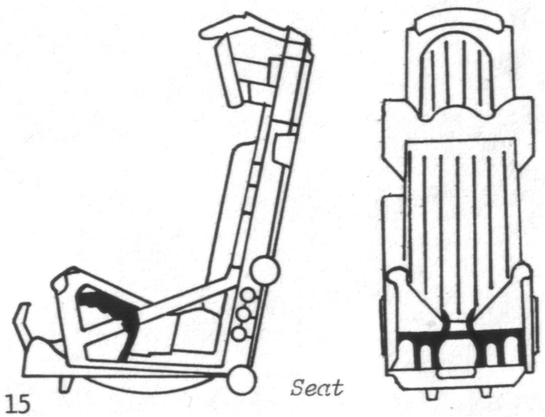
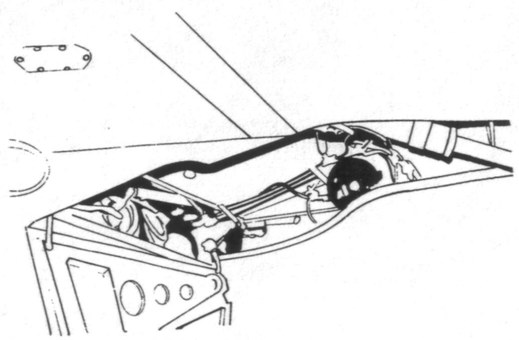
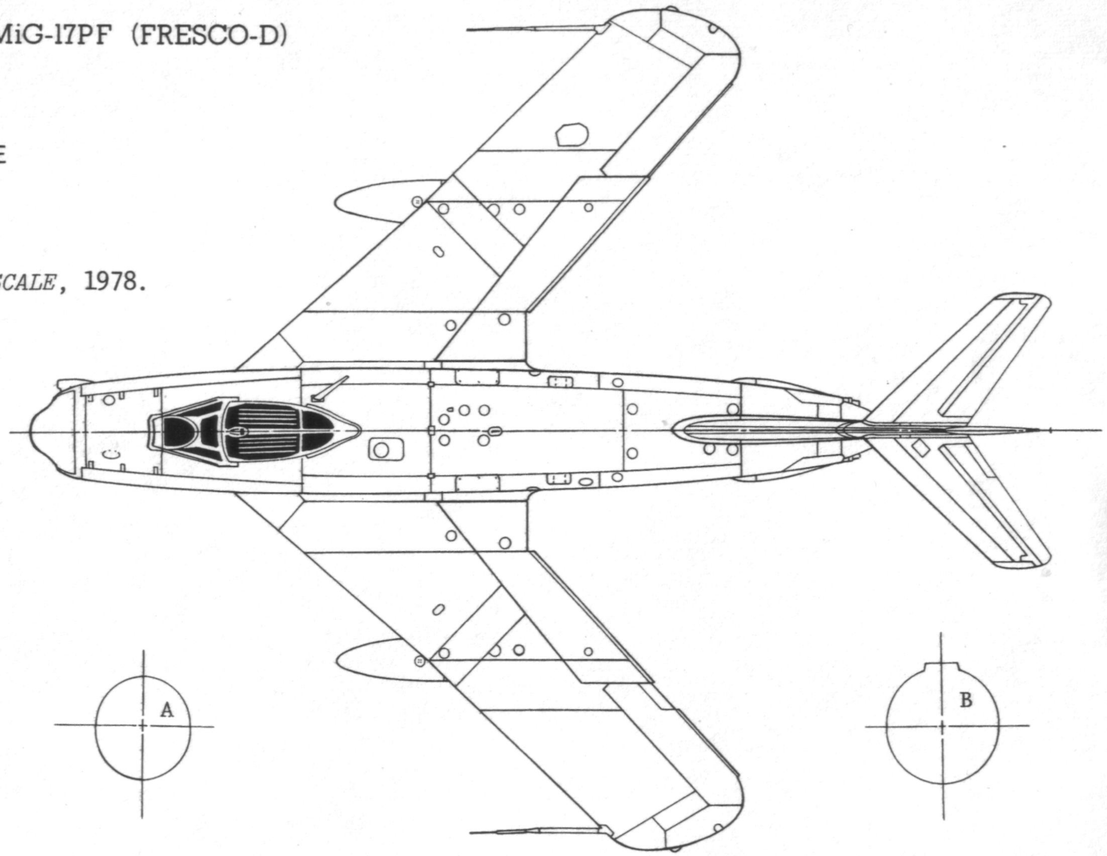


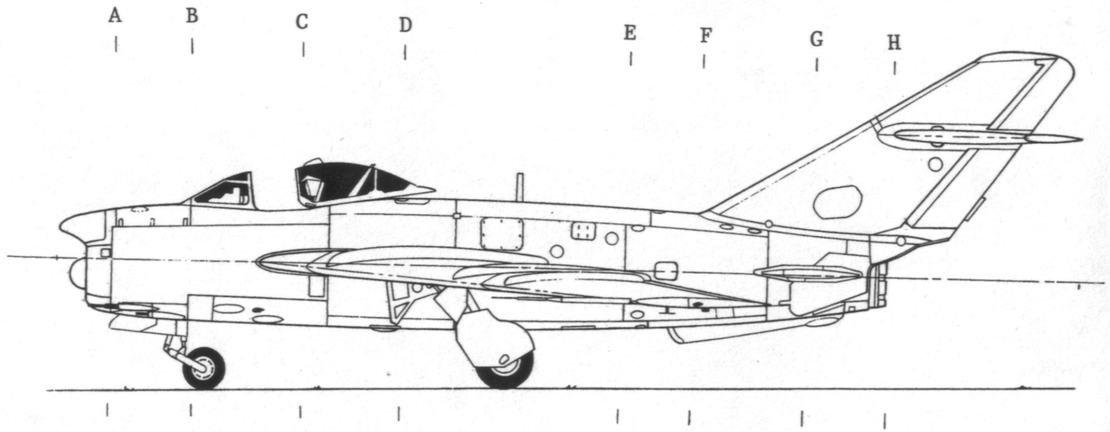
Seat

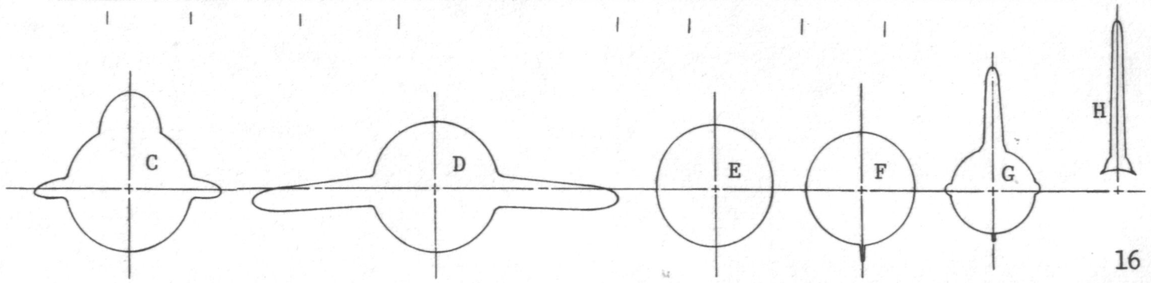
Left main landing gear wheel well.



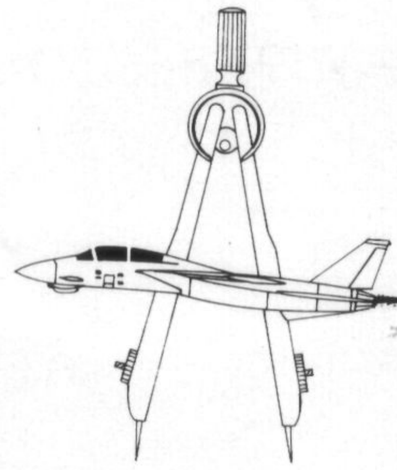
MiG-17PF (FRESCO-D)







MiG-17PF (FRESCO-D)



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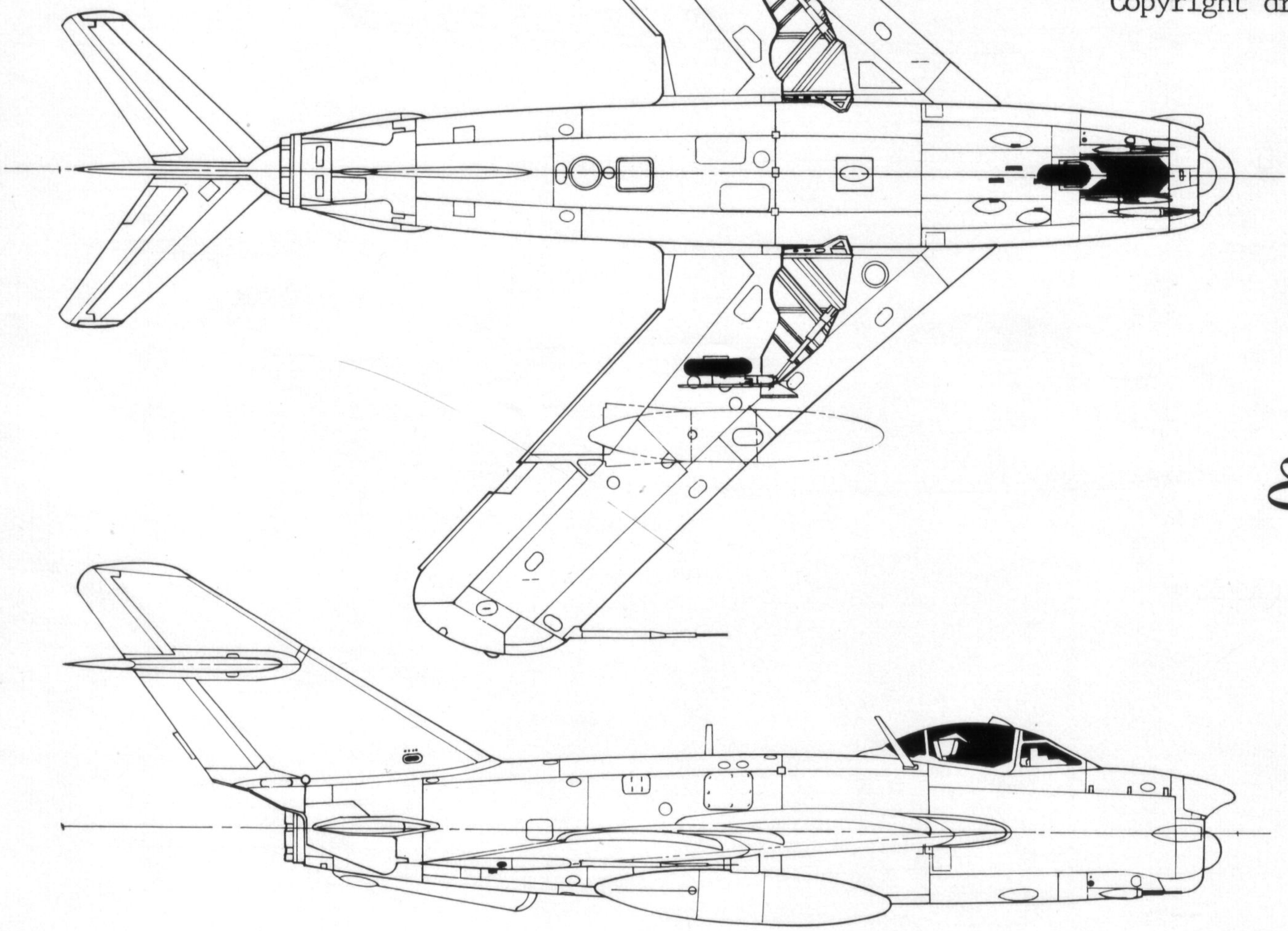
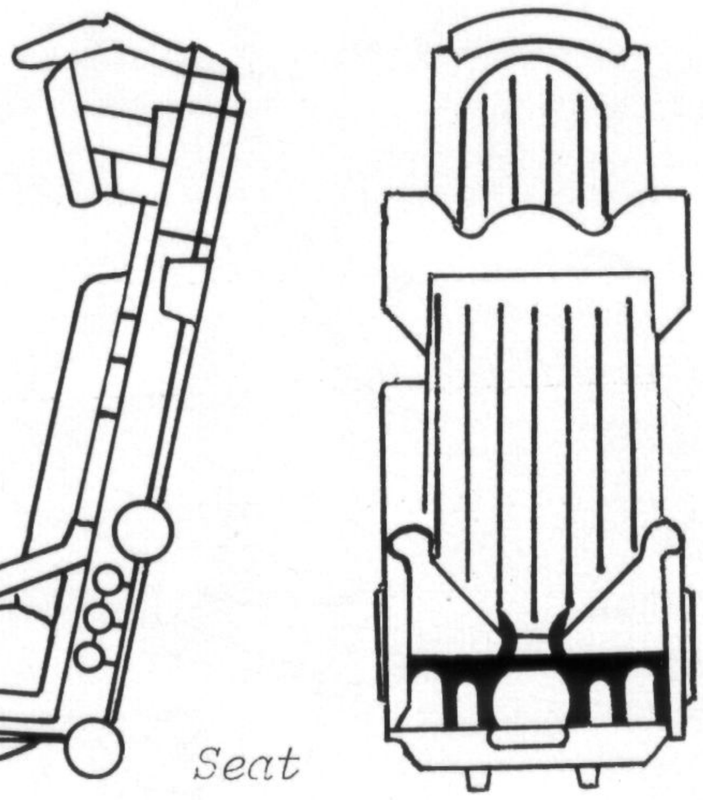
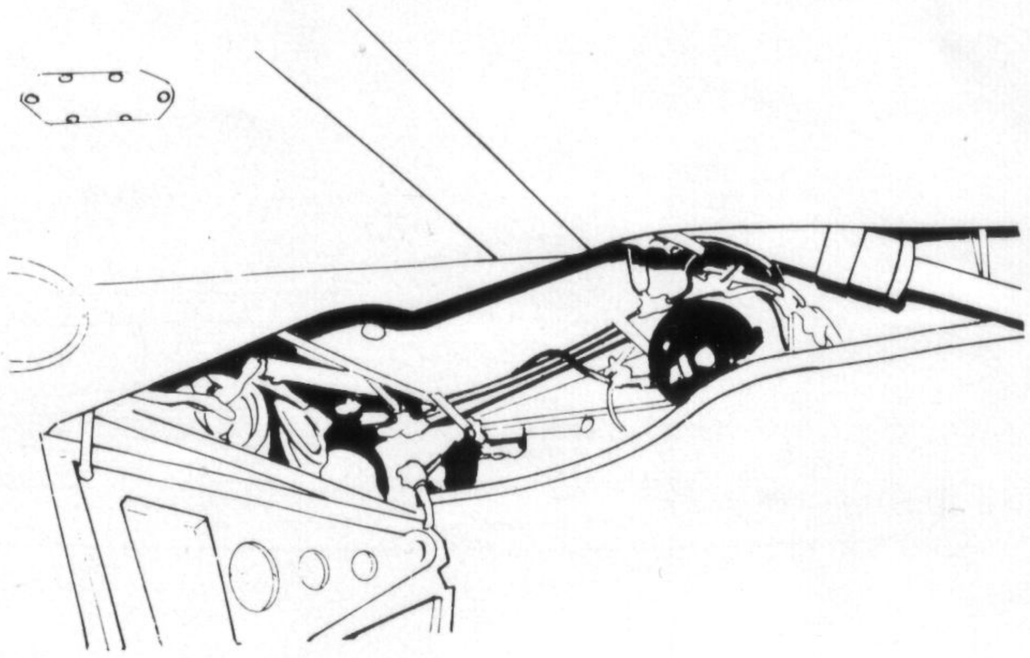


Ed V



Seat

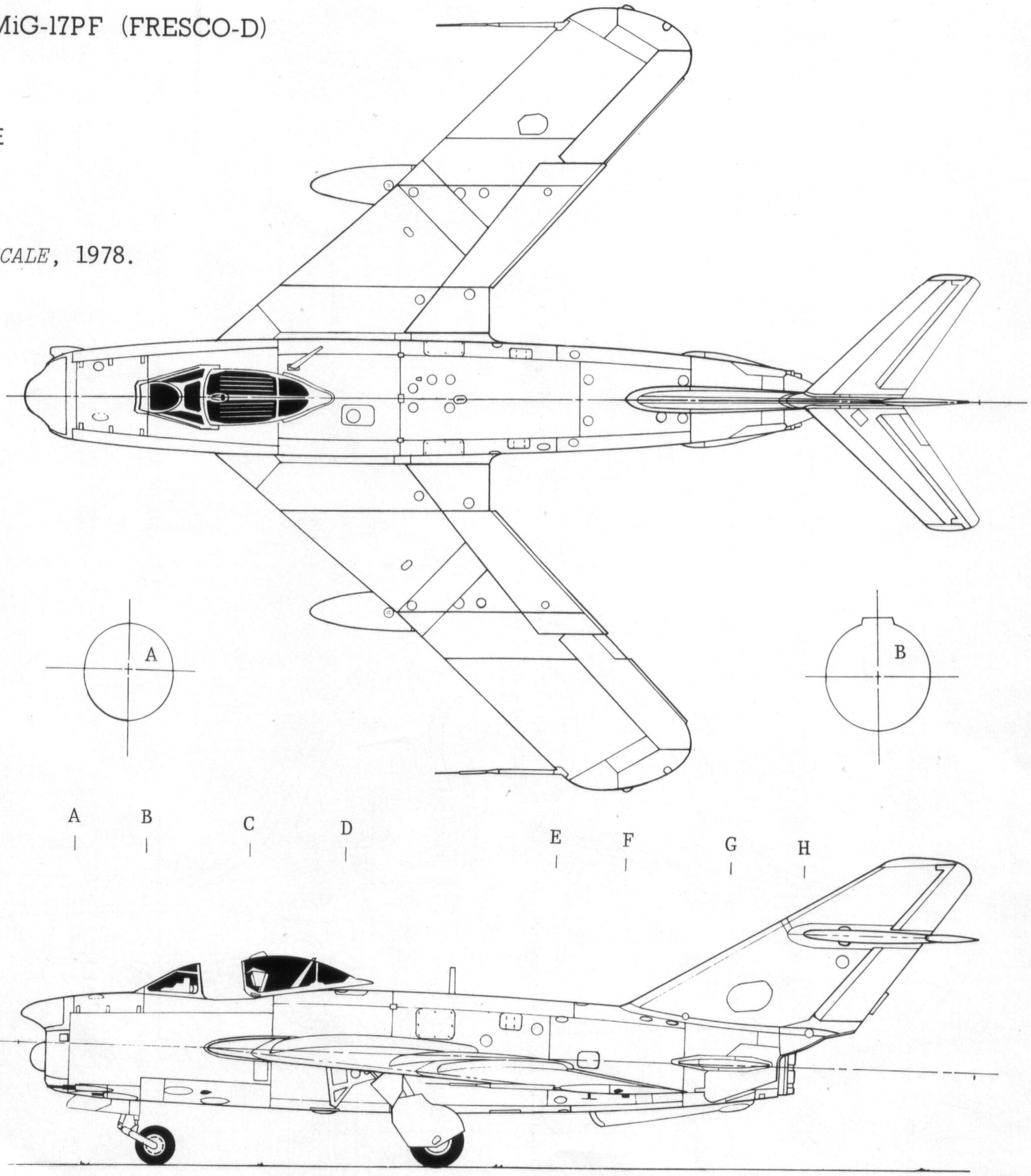
Left main landing gear wheel well.



MiG-17PF (FRESCO-D)

—SCALE

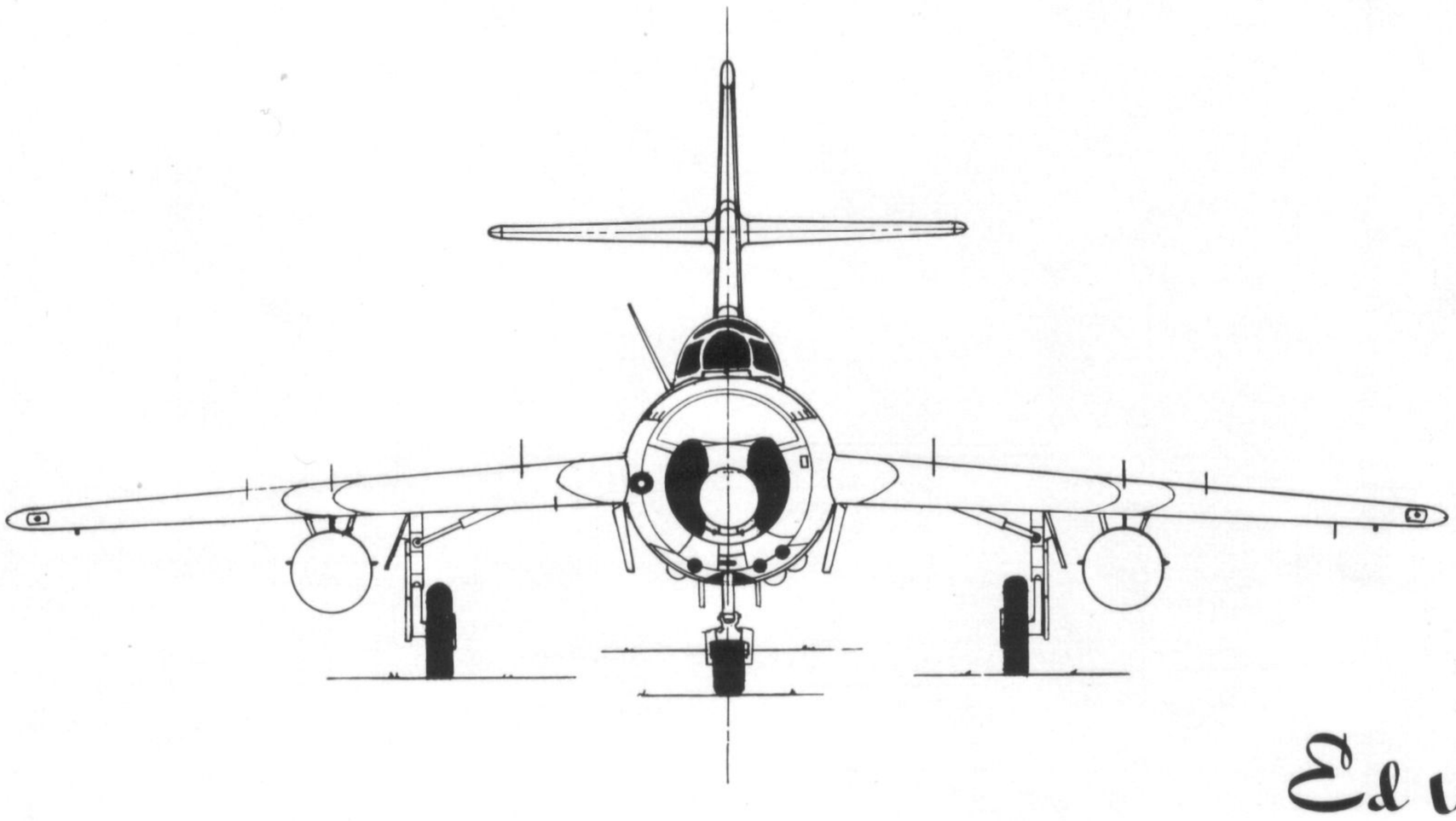
TAIL & SCALE, 1978.



MiG-17PF (FRESCO-D)

©Copyright drawing by *DETAIL & SCALE*, 1978.

FRONT VIEW ONLY - 1/72nd SCALE

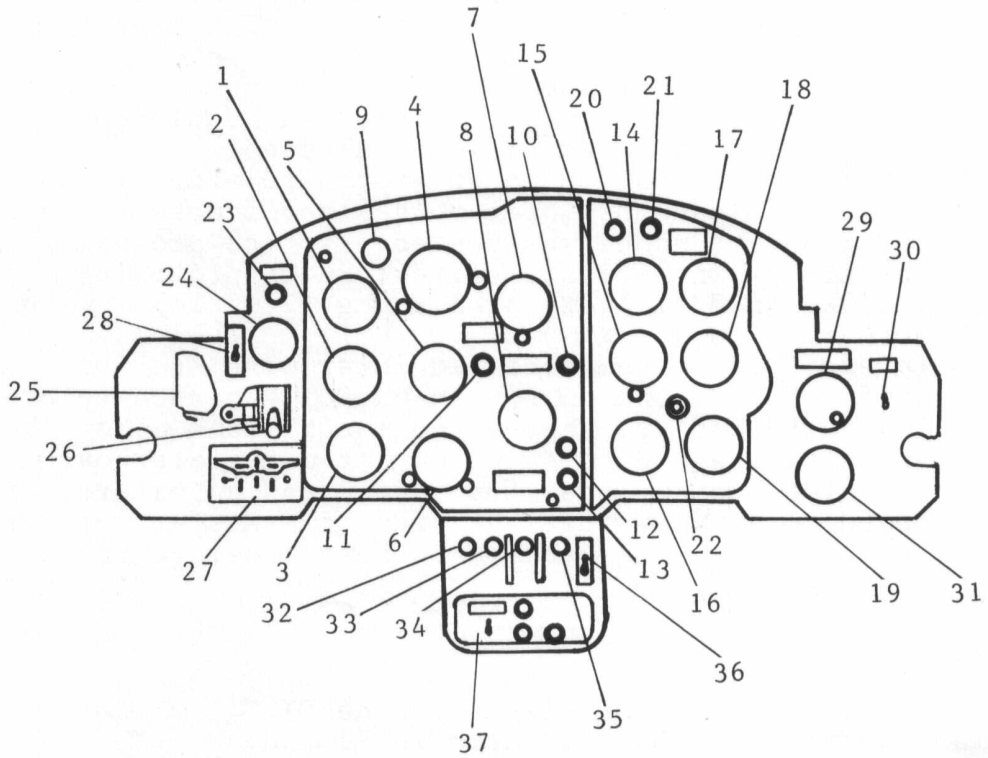


Ed Moore

★ ★ ★

LIM-5

Polish designation of the MiG-17F (Fresco-C). This variant was license manufactured in Poland and the Klimov VK-1F engine was license manufactured in Poland under the designation LIS-5.



LIM-5 Main Instrument Panel

1. Airspeed indicator
2. Altimeter
3. Radio altimeter indicator
4. Artificial horizon
5. Turn and bank indicator
6. Clock
7. Variometer
8. Fuel indicator
9. Signal Lamp "release landing gear"
10. Signal Lamp "last 300 liter of fuel"
11. Signal Lamp "generator turned-off"
12. Signal Lamp "2nd tank"
13. Starting pressure signal lamp
14. Radio compass
15. Compass
16. Motor control indicator
17. Speed indicator
18. Exhaust gas indicator
19. Manometer indicator
20. Signal lamp with "Marker" panel
21. Signal lamp "starting in the air"; "after ignition switch off."
22. Coordination adjustment
23. Signal valve lamp
24. Inhalator indicator
25. Automatic safety-valve "landing gear adjustment"
26. Landing gear switch
27. Landing gear signal panel
28. Searchlight steering switch
29. Voltage and ampmeter switch
30. Automatic safety-valve "watch"
31. Altimeter
32. Signal lamp "slung tanks"
33. Signal lamp for firing readiness of forward NR-23 gun
34. Signal lamp for firing readiness of the rear NR-23 gun
35. Signal lamp for firing readiness of the N-37 gun
36. Signalling switch for the slung tanks
37. Bomb drop panel

LIM-5M

Type: Single-seat fighter-bomber.
Status: Did not enter production.
Dimensions: Are the same as for the MiG-17F (Fresco-C) except as noted below:
The inboard wing leading edge sweep was increased by extending the wing forward to a point approximately one-third of the distance from the windscreen to the air intake. The inboard section of the wing was much thicker to accommodate dual main wheels and additional fuel. The height may have been slightly altered.
Armament: One 37mm N-37 cannon under starboard side of nose and two 23mm NR-23 cannons under port side of nose. Various air-to-ground ordnance was tested prior to program termination.
Engines: One LIS-5 with short afterburner providing a thrust of 2,600kg (5,7321b) dry or 3,380kg (7,4521b) with afterburner.
Remarks: In addition to the modified inner wing section, the LIM-5M differed from the LIM-5 in having a parachute brake fairing attached to the vertical tailplane below the rudder, an altimeter dipole moved from the starboard wing to a position under the fuselage, and an external fuel line added along the fuselage side to transfer fuel from tanks in the inner wing section to rear fuselage tanks.

LIM-5P

Polish designation for the MiG-17PF (Fresco-D).
This variant was license manufactured in Poland.

LIM-5R

Polish designation for a Single-seat Tactical Recon Aircraft (derived from the LIM-5) with cameras for vertical and panoramic photography.

LIM-6

Type: Single-seat fighter-bomber.
Status: Entered production.
Dimensions: Are the same as for the MiG-17F (Fresco-C).
Engines: One LIS-5 with short afterburner providing a thrust of 2,600kg (5,7321b) dry or 3,380kg (7,4521b) with afterburner.
Armament: One 37mm N-37 cannon under starboard side of nose and two 23mm NR-23 cannons under port side of nose.
Remarks: The most noticeable modifications made to the LIM-5 to produce the LIM-6 were bullet shaped parachute brake fairings attached to vertical tailplane below the rudder, lugs beneath the fuselage (two stations) to permit the attachment of RATOG, and the deletion of the altimeter dipoles.

LIM-6bis (Illustrated - port side view)

Polish designation for a Single-seat fighter-bomber.
This variant differed from the LIM-6 by having wing mounted pylons situated 0.525m (20 2/3in) (1/72 scale: 0.29in) from the fuselage and forward of the main landing gear wells for the purpose of carrying rocket pods containing 16 unguided 57mm rockets.

S-104

Czechoslovakian designation for the MiG-17F (Fresco-C).
This variant was license manufactured in Czechoslovakia.

F-4

Chinese designation for the MiG-17F (Fresco-C).
This variant was license manufactured in China.

COLOR SCHEMES

Color schemes varied from country to country with some schemes being essentially natural metal while others were highly camouflaged.

When the airplane appeared in natural metal finish the color was polished duralumin except for panels at the cannon muzzles, exhaust, speed brakes, and tip of pitot tubes which were stainless steel. Sometimes the color of the radomes varied (white, blue, green). Cannon barrels were bluish black. Usually the undercarriage legs, wheel disks, wheel wells, and inner surfaces of undercarriage doors were medium semi-gloss gray. Tires were black. The cockpit interior and ejection seat were medium semi-gloss gray while the instrument panel, stick, and rudder pedals were black.

The natural metal finish was preferred in the Soviet Union and Czechoslovakia while countries in the Middle East normally camouflaged their airplanes.

Additional color references can be found in the section containing decal reviews.

If the modeler wishes to finish his model in a scheme other than those depicted in the kit instructions or provided on decal sheets, he should research the color scheme. References are provided on page 28 that will be of assistance in this research.

KIT REVIEWS

Model manufacturers have a difficult task in creating constant scale models of Soviet combat aircraft. The reason for this difficulty is the lack of released official technical specifications. This becomes apparent when a serious modeler begins his research for a particular aircraft and discovers that almost every source of information contains a different set of specifications.

There are two 1/72nd scale kits available of the MiG-17. One was released several years ago by Hasegawa and may be built as either the MiG-17PF (Fresco-D) or the MiG-17PFU (Fresco-E). The other kit is a more recent release by Kovozávody Prostějov (KP) in Czechoslovakia depicting the MiG-17PF (Fresco-D).

Both kits can be built into very attractive models. The Hasegawa kit is generally more accurate while the KP kit contains much more detail.

Hasegawa MiG-17PF (Fresco-D)/MiG-17PFU (Fresco-E)

The Hasegawa kit comes with fifty (50) flash free plastic parts, an exceptionally clear canopy, decal sheet, and instruction sheet. The decals provided are of good quality and give the modeler the option of building a model with either Soviet or Czechoslovakian markings. The instruction sheet is easy to follow and provides color schemes for both Soviet and Czechoslovakian aircraft.

Dimensionally the kit is larger than 1/72nd scale. The wing (sweep angles and tip curvature), missiles (for MiG-17PFU Fresco-E), and starboard cannon (for MiG-17PF Fresco-D) are incorrect in shape. The interior lacks detailing, consisting of a box compartment into which a seat and pilot figure can be attached.

Kovozávody Prostějov MiG-17PF (Fresco-D)

The KP kit comes with forty-three (43) plastic parts (some of which have excessive flash), a canopy (containing scratches), decal sheet, and instruction sheet. The decals provided are not as high in quality as those provided in the Hasegawa kit but give the modeler the option of building a model with Czechoslovakian, Indonesian, or Egyptian markings. The instruction sheet is easy to follow whether translated into English or not. Instruction sheets that are translated into English provide the modeler with excellent color information.

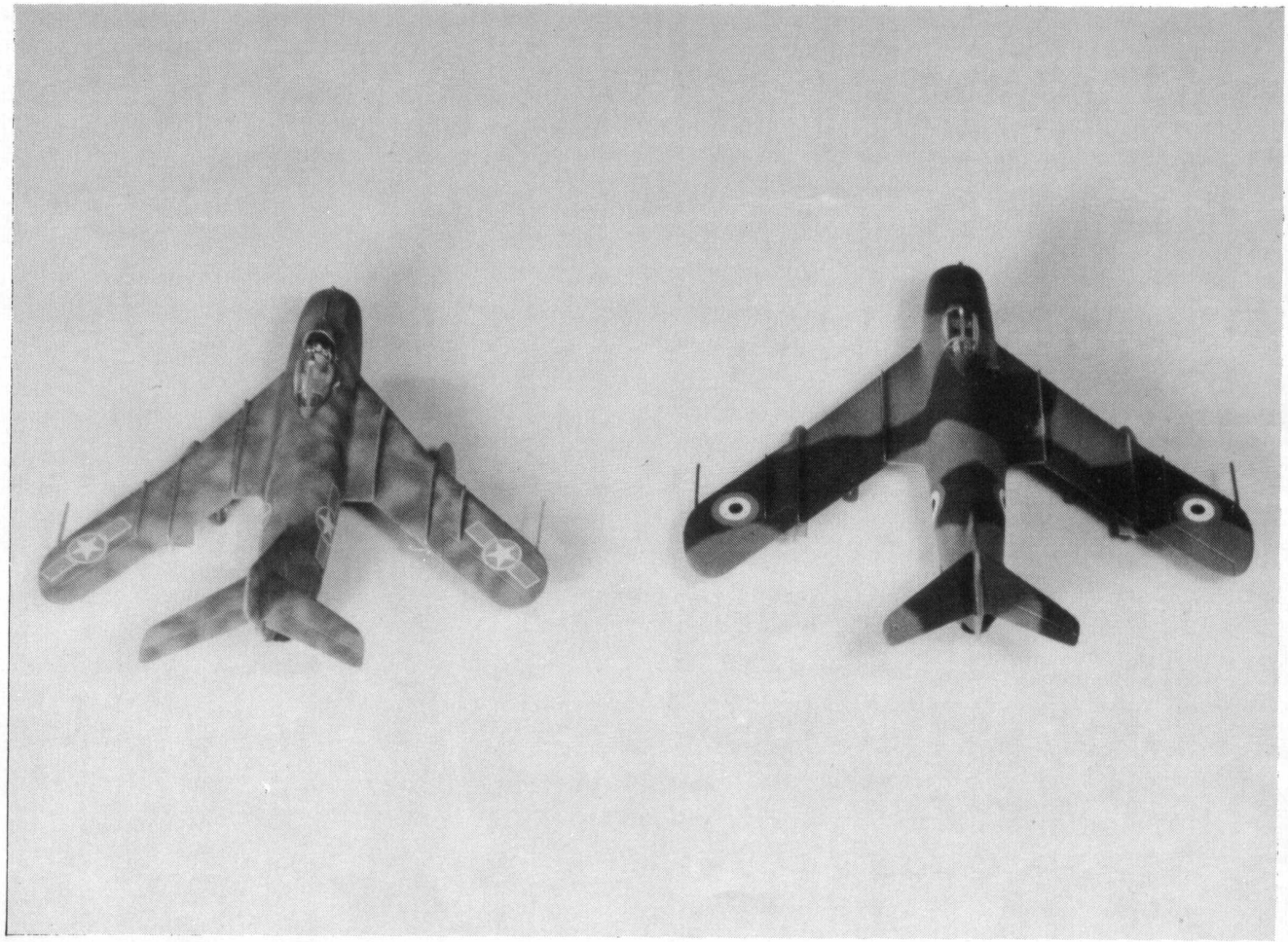
Interior detail is excellent for a kit of this size. The interior consists of a cockpit floor with side consoles attached, seat, instrument panel with molded instruments and indicator lights, stick, and rudder pedals.

Unfortunately there are some very serious inaccuracies in the kit. The wings are completely incorrect in shape (sweep angles and tip curvature), the horizontal tailplane span is excessive and of incorrect sweep, the sweep angle of the fin is inaccurate, and the nose radomes are incorrect in shape.

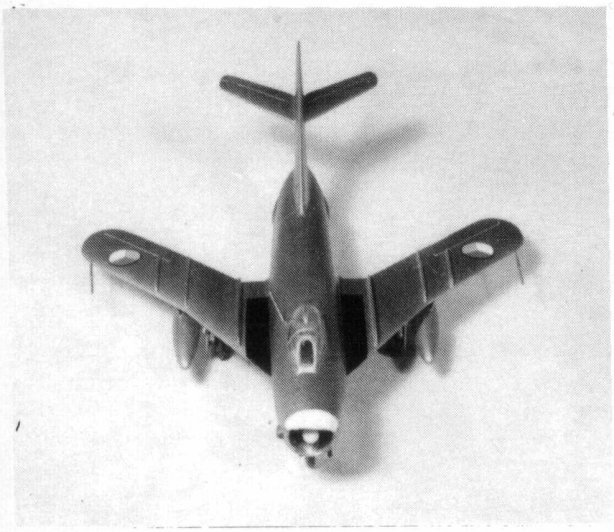
Recommendations

If the modeler isn't overly concerned with non-constant scale, we recommend the Hasegawa kit. Using the drawings provided in this publication, the modeler can alter the sweep angles and tip curvature, slightly lengthen the nose prior to attaching radome, and other changes as he desires.

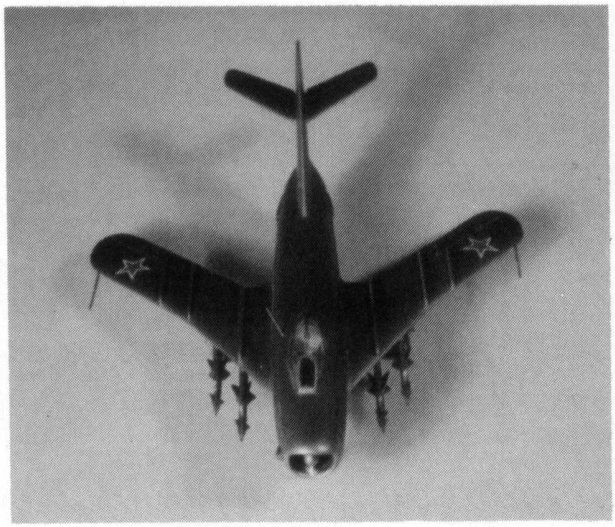
If the modeler wants an exact 1/72nd scale model, we advise him to purchase both kits. Use the KP fuselage, interior, exhaust, and canopy (after polishing with some compound such as Twinkle silver polish). Use the Hasegawa wings, radome, vertical tailplane, and decals. By checking the size and shape of parts from the kits against the drawings provided, select the part that is correct or easier to modify.



MiG-17F (Fresco-C) conversions from the KP kit (left) and the Hasegawa kit (right). The model on the left has North Vietnamese markings while the one on the right has Syrian markings. Decals are from Micro-Scale. Compare wing sweep angles, wingtip curvature, and horizontal tailplane. The KP kit shown has shortened horizontal tail, but other corrections mentioned in the narrative were not made in order to show a comparison here. Models by Bert Kinzey.



KP MiG-17PF (Fresco-D) in Czechoslovakian (kit provided) markings. Model by Bill Slatton.



KP MiG-17PFU (Fresco-E) (conversion) in Russian markings. Decals came from Hasegawa kit and Micro-Scale. Model by Bill Slatton.

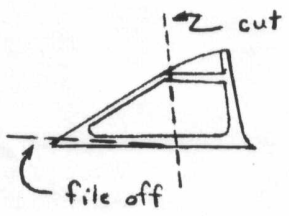
Top row left-to-right: MiG-17PF (Fresco-D) and MiG-17F (Fresco-C). Bottom row left-to-right: MiG-17F (Fresco-C) and MiG-17PFU (Fresco-E). Models by Bert Kinzey and Bill Slatton.

CONVERSION FROM FRESCO-D/E TO FRESCO-C

Both the Hasegawa and KP 1/72nd scale kits can be converted from the Fresco-D/E all-weather radar interceptor versions to the standard Fresco-C version. One can only wonder why the -D and -E versions were selected by manufacturers as the version to be represented in their kits. These versions are prevalent enough, but were not produced in anywhere near the numbers that the Fresco-C was produced in. The Fresco-C remains in front line service in many air forces of the world, and was used extensively in Vietnam and the two most recent wars in the Middle East. Indeed, some Vietnamese pilots reportedly preferred the MiG-17 to the MiG-21, and a good number of American pilots reported that it was harder to dogfight a MiG-17 than a MiG-21. With all this to recommend it as a subject for a model, the MiG-17 Fresco-C still does not exist in kit form. It must be converted from one of these two kits. The rest of this section will explain how this conversion is done.

After correcting the inaccuracies of the selected kit(s) as desired, the obvious change is in the nose. The nose section of the Fresco-C is 5 inches shorter than the -D or -E not including the radar lip. Since this lengthening was not added to the Hasegawa kit, it doesn't have to come out! But you should remove a shade under 0.07 inches from the nose of the KP kit prior to adding the nose piece. It is best to add the nose piece as is, then file it to shape. It is easier to file down the radar lip by hand until it is the same correct uniform shape all the way around. The KP kit plastic is solid all the way through, but the Hasegawa kit is hollow in the lip area, and the filing down will result in a hole that will have to be filled and resanded. In removing the radar bulge from the splitter plate, my experience has shown that a moto-tool with the small burr attachment works best using a medium RPM setting. This easily reshapes the plate and interior of the intake. It can be done by hand, but is much more difficult and time consuming. Again, the KP kit nose is solid and will trim down with no problem, but the Hasegawa radome is hollow and will need to be filled and sanded. Use of the nose lip from an Airfix 1/72nd scale MiG-15 is not recommended.

The other major change is to the windscreen. The -D and -E versions have a larger windscreen to cover those extra 5 inches in the nose. It has a 60 degree rake angle, and has extra framing. Refer to drawings and photos of models. The Fresco-C windscreen has only a 50 degree rake angle and is shorter. To change this simply cut the canopy in two, as if you were going to open it for a Fresco-D or -E. The back portion remains the same. Then cut down the rear of the windscreen removing the extra framework.

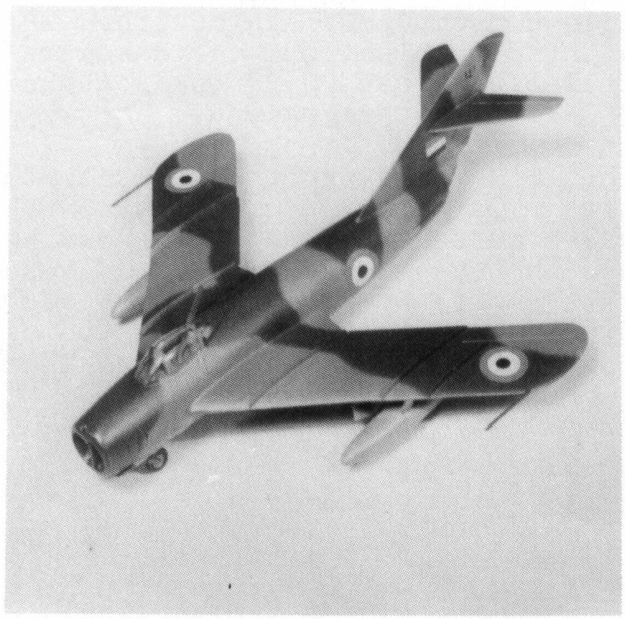


Next file down the underside of the leading edge of the windscreen until the rake angle is only 50 degrees. Glue this to the model, and use an X-acto knife to trim the edge where the rear canopy joins the windscreen until it is vertical. Refer to drawings and photos of converted models for correct appearance. The built up area on the fuselage that is covered by the windscreen will have to be shortened a bit so that the new windscreen will fit properly. The rear portion can be glued on in the open or closed position, but if closed will require a bit of sanding and polishing.

The Fresco-C version has the 37mm cannon on the right side while the -D has a 23mm. This can be obtained from the Hasegawa kit. The KP kit does not have this large cannon. The Hasegawa kit evidently has it in error - fortunately! However, if you are working only from a KP kit, the gun and fairing can easily be made from scratch. The finishing touch is to move the gun camera from the 9 o'clock position (when viewed from the front) to the 11 o'clock position on the intake lip. Then you will have a MiG-17 Fresco-C, the most common version of this aircraft.

Conversion notes by Bert Kinzey

KP MiG-17F (Fresco-C) conversion in North Vietnamese markings. Models by Bert Kinzey.



Hasegawa MiG-17F (Fresco-C) conversion in Syrian markings.

DECALS FOR THE MIG-17

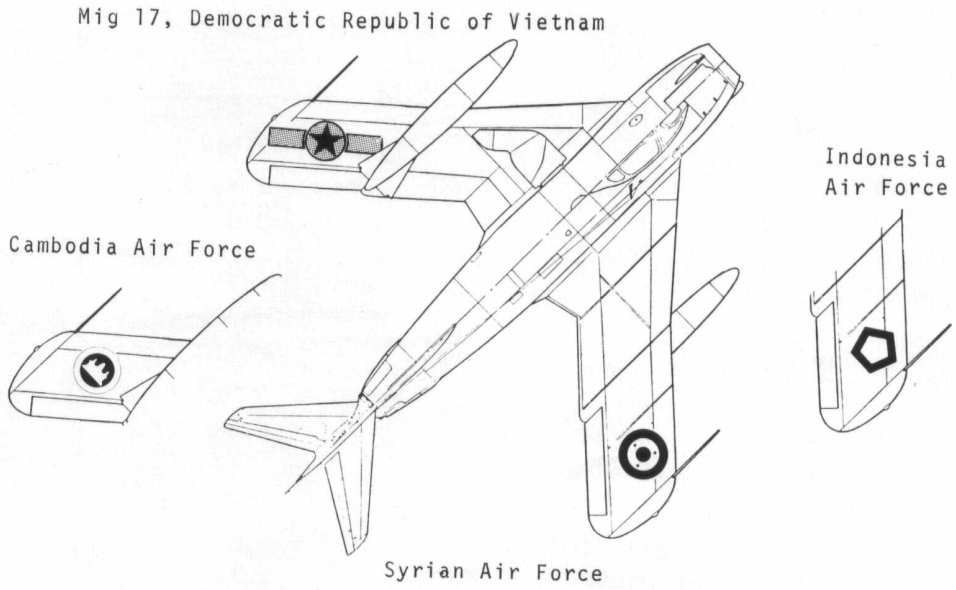
Micro-Scale sheet 72-102 contains markings for the MiG-17 and MiG-19 in 1/72nd scale. The schemes for the MiG-17 are shown here. Perhaps the most noteworthy scheme is that of North Vietnam's leading ace, Col. Tomb, who was shot down by Randy Cunningham in an F-4J Phantom in May 1972.

This decal sheet was developed for the slightly oversized Hasegawa kit since the KP kit was not available at the time the sheet was designed. This results in some minor problems when using a few of the decals on the smaller KP kit. They may require some care and trimming, but will work quite well. With the quality of the Micro-Scale decals, and the excellent results obtained with the MICRO-SCALE SYSTEM, the extra care required for the KP model (when corrected) is worth the effort.

Two other Micro-Scale decal sheets can be used for different markings on MiG-17's. These are sheets 72-101 and 72-159.

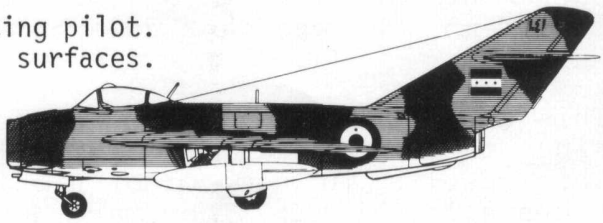
Additionally, decals from other 1/72nd scale Russian kits can be used on the MiG-17 in many cases. Kits of this sort should become more numerous now that there seems to be a growing interest in contemporary Russian aircraft.

Split views showing placement of national insignias

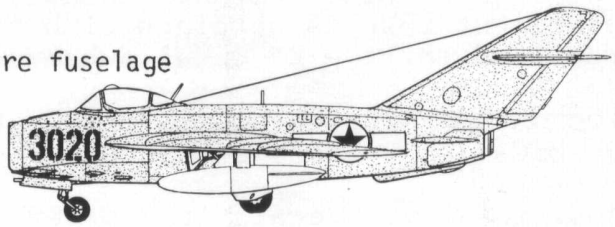


Note: Radar nose used on Hasegawa/Minicraft MiG-17 MICRO SCALE SHEET #72-102 MiG 17, 19 should be replaced by ring-intake.

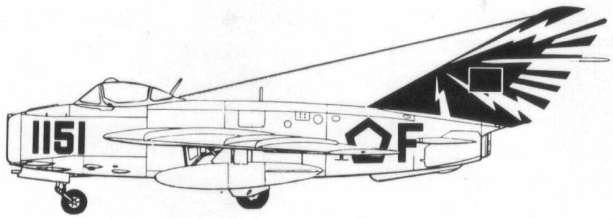
MiG-17 Syrian Air Force surrendered by defecting pilot.
Camouflaged dark and light olive green upper surfaces.
Light blue undersurfaces
Insignia: 6 positions



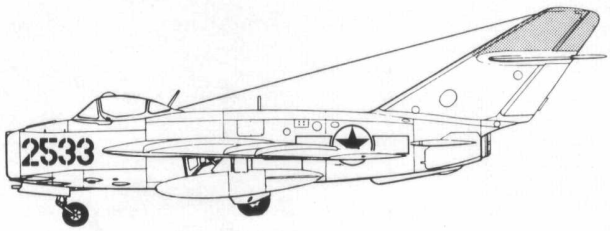
MiG-17, Democratic Republic of Vietnam
Mottled dark green over medium green on entire fuselage and upper surfaces.
Natural metal under wings and stabilizers
Insignia: 6 positions



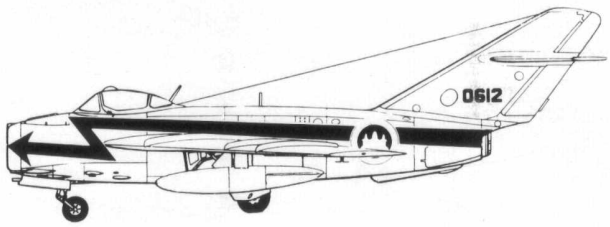
MiG-17, Indonesia Air Force
Overall Natural Metal
Insignia: 6 positions



MiG-17, Democratic Republic of Vietnam
Overall Natural Metal
Red rudder tip.
Insignia: 6 positions



MiG-17, Cambodia Air Force
Overall Natural Metal
Insignia: 6 positions



Federal Standard Color Equivalents

Red FS 11105
Dark green FS 34108
Medium green FS 34325
Dark olive green FS 34087
Light olive green FS 23201
Light blue FS 35526
Dark tan FS 30117
Light tan FS 10371
Pale green FS 34516
Brown FS 30045

ALSO AVAILABLE FROM DETAIL & SCALE

BOOKS:

The F-15 Eagle in Detail & Scale (Series II)
The F-14 Tomcat in Detail & Scale (Series II)

DRAWINGS:

F-15 Eagle	$2.50
MiG-17 Fresco	$2.50
F-14 Tomcat	$2.95
A-7 Corsair II	$2.95

Drawings are in 1/48th scale, and show five full views. They are packaged unfolded and uncreased. Each set is sealed in a plastic bag for protection. If your favorite hobby shop does not have them, you may order direct from Detail & Scale Drawings, P.O. Box 31518, El Paso, Texas 79931. Add 50¢ postage for each set. Texas residents add 4% sales tax.

NEXT!

The A-7 Corsair II in Detail & Scale (Series II)

Scheduled for release in June, this issue will be in the new Series II format with four pages of color inside. Both U.S. Navy and USAF versions are included, as well as extensive coverage of the TA-7. Many photos of cockpits, avionics bays, landing gear, and other details are included. Watch for it in June for $4.50.

LATER THIS YEAR!

Scheduled for release in 1979 are the following titles. All in Series II.

The F-100 Super Sabre in Detail & Scale
The F-5E/F Tiger II in Detail & Scale
The F-16 in Detail & Scale
The F-8 Crusader in Detail & Scale

CONVERSION KITS:

Our conversion kits have been delayed, but we are currently working on our production facilities, and should be producing them before the end of this year. Watch for further news of these kits.

If your favorite hobby shop or bookstore does not carry our publications, have them write to Detail & Scale, P.O. Box 31518, El Paso, Texas 79931 for terms and ordering information. They may order from us direct, or we can put them in contact with the nearest distributor that carries our products.